Argumentation
INTRAC 2004

The INTRAC 2004 is a comfortable standard tractor.
When equipped with front power lift, front PTO shaft and tank coupler in the central mounting facility, it is a versatile machine for the application of combined implements.

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Illustrations, dimensions, weights and data are given without obligation. The illustrations show tractors operating in various countries.

The Modern Concept

1. Versatile application

The INTRAC 2004 with four-wheel drive - a highly efficient vehicle in its power category.

- Based on proven assemblies
- Powerful DEUTZ F4L 912 engine
- Ideally ranged transmission, TW 50.7
- Versatile DEUTZ-TRANSFERMATIC System
- Comfortable safety cab based on the latest ergonomics
- 3 mounting facilities: front, central and rear
- Quick-coupler system: DEUTZ-TELE-HITCH
- Integrated front and rear power lifts
- Hydraulic tank lifting device with tank coupler in central mounting facility
- Front and rear PTO shafts, independent engagement.

The special features of the INTRAC 2004 as compared with standard tractors and rival tractors are:

- Forward cab with central-seat concept
- Integrated front mounting facility with front lift and front PTO
- High-traction standard tractor (favourable weight distribution)
- Economic application due to implement combinations
- Saving of labour-, machine- and energy-costs
- INTRAC 2004 - much more than just a tractor

The Modern Concept

The INTRAC 2004 - much more than just a tractor

Performance-matched bare operating weight - ideal weight distribution of 50 : 50

- Additional ballast, particularly at front, is unnecessary
- INTRAC 2004 has more pulling power than comparable standard tractors

The front mounting facility, front lift and front PTO are integrated in the vehicle.

- Easier and quicker mounting and demounting of front implements
- Transmission of full engine power to the PTO shaft
- Practical embodiment of the self-propelled principle

Forward-seat cab with panoramic glazing.

- Ideal viewing towards all mounting facilities
- Precise manoeuvring during front loading operations

Application of a large-volume bulk-material tank in the central mounting facility during fertilising or seeding operations.

- Less frequent refilling

The Modern Concept

Work with front- and rear-mounted rotary mowers giving total working width of 4.20 m.

- High acreage performances on grassland farms
- Saving in operational costs

Windrowing and loading in one operation.

- Less nutrient loss
- Increased quality of self-produced fodder

Mowing and loading in one operation.

- Cutting down daily operating expenditure for green forage

The Modern Concept

Beet-bed preparation, beet seeding and distribution of plant protection products in one operation.

- Saving of labour-, machine- and energy-costs
- Reduction of filling times due to large-volume spray tank

One-man operation

The tools are in the driver's direct line of vision for checking.

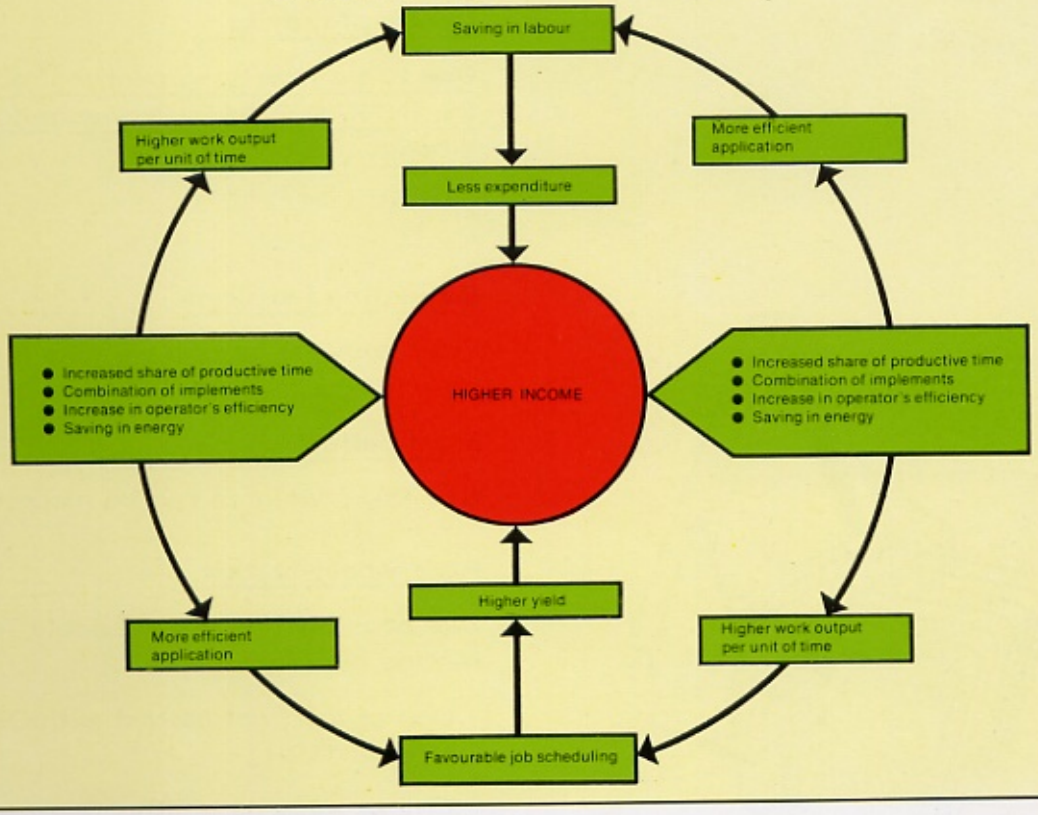
Front: 3-row topping
Rear: 3-row lifting and loading

- INTRAC 2004, the self-propelled harvesting machine.

INTRAC 2004 - The economic agricultural investment.

Front mounting facility **Rear mounting facility** **Central mounting facility**	**Combination of implements**
DEUTZ-TELE-HITCH	**Reduces setting-up times** **Increases share of productive working time** **Prevents accidents**
	Increases the farmer's efficiency
Several operations at one go	**Labour and energy saving**
More efficient application of machines and implements	**Favourable job scheduling**
	Less expenditure **Higher yield**

What can be attained with the INTRAC 2004?

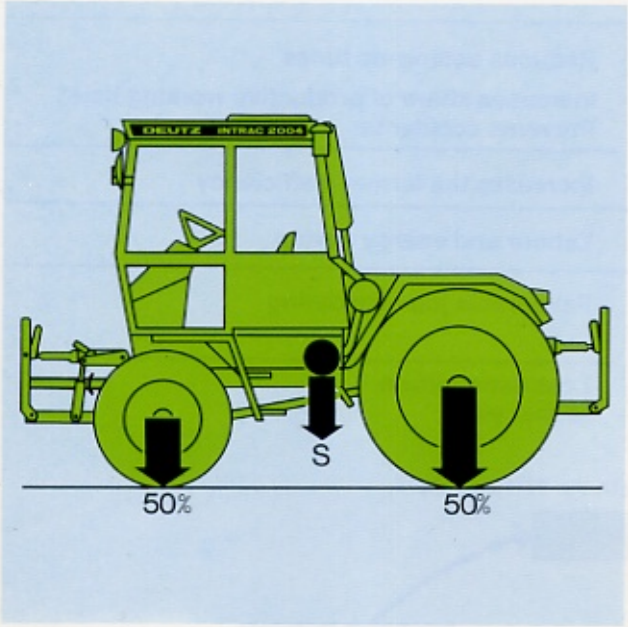


The INTRAC 2004 increases the farmer's income.

The Modern Concept

2. The right weight

The INTRAC 2004 has the right bare operating weight, with a big difference between that and the permissible total weight - important for versatile farming application.

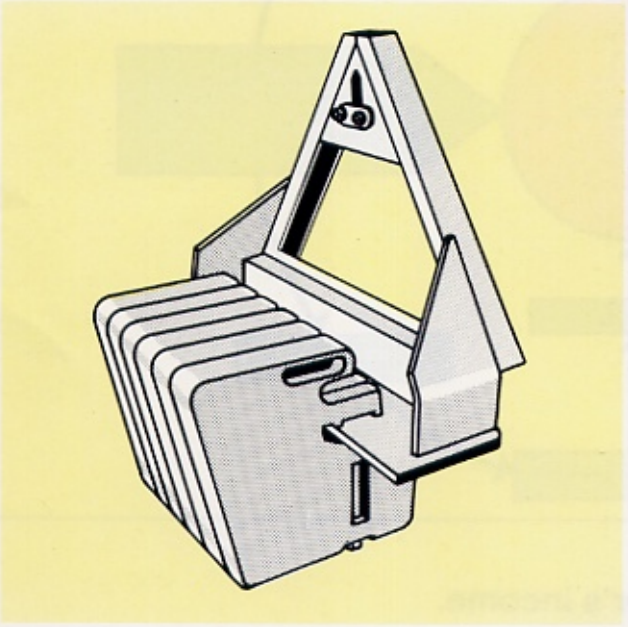


A highly advantageous feature is the ideal weight distribution of 50 : 50.

- Optimal weight distribution
- When pulling, ideal weight displacement to the big rear wheels
- High traction power under the hardest conditions
- Still ample weight at front to ensure full traction power of front axle without additional ballast

Centre of gravity

Due to its low-lying centre of gravity the INTRAC 2004 is very sure-footed on slopes.



Ballasting facilities

Front and rear ballast weights are available for the INTRAC 2004.

Front ballast

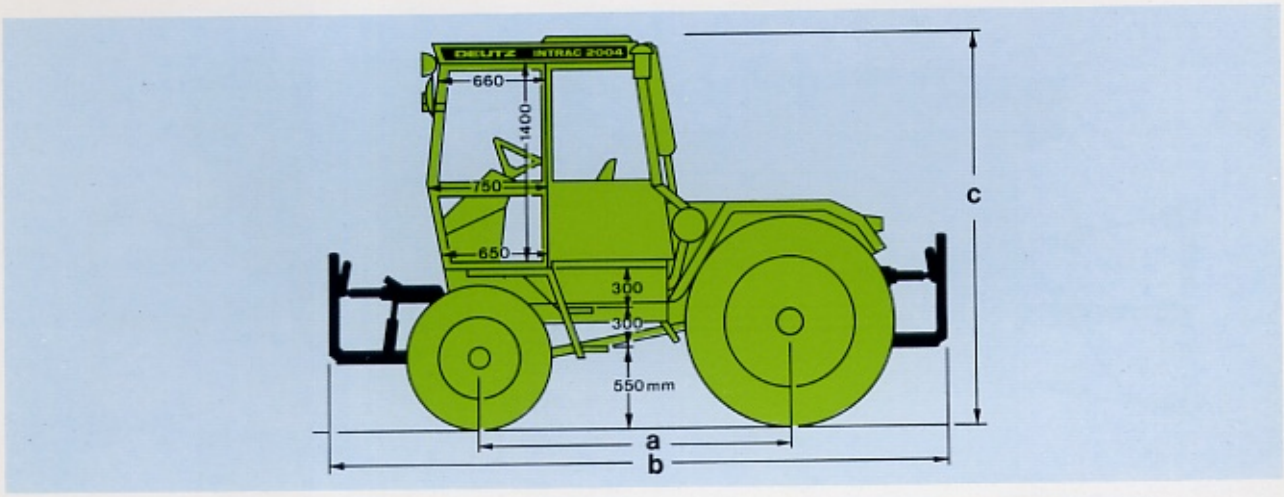
Six 45-kg weights can be mounted.

Rear-wheel ballast

Two possibilities are available for ballasting the rear wheels

- Use of the front ballast with DEUTZ-TELE-HITCH
- Quick, easy ballasting
- Rear-wheel weights for mounting in sets, 3 x 96 kg.

3. Favourable dimensions



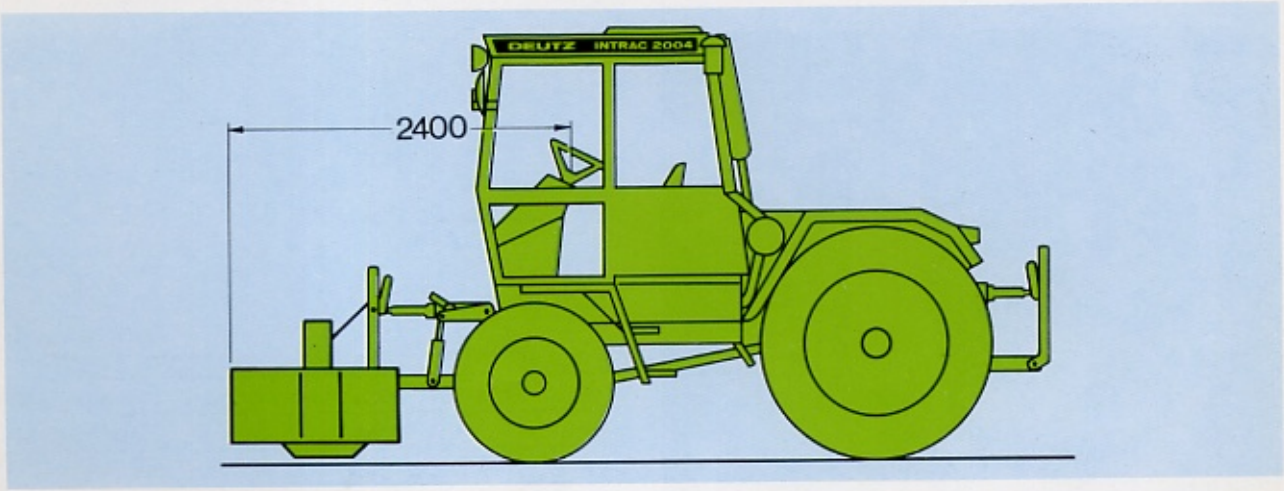
Wheel base	a	2200 mm
Length with front and rear power lift incl. DEUTZ-TELE-HITCH	b	4290 mm
Height incl. cab	c	2750 mm
Ground clearance under V axle, DIN 70020		355 mm

The favourable overall height of the INTRAC 2004 means:

- Plenty of headroom for driver

High ground clearance for cultivation of row crops.

Favourable overall width for driving through narrow entrances.



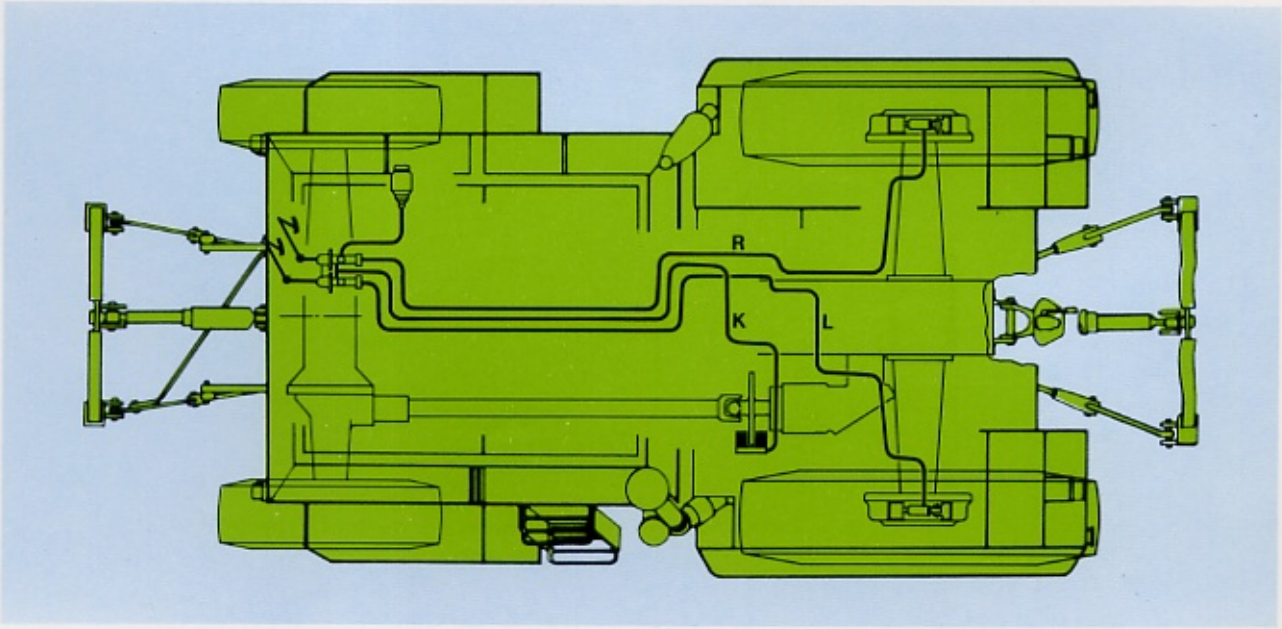
The front power lift is fully integrated in the INTRAC design and not subsequently added on. That means that the INTRAC may be driven on public roads with front power lift as well as with mounted front implement, without having to remove any parts.

According to German legislation, the distance from steering wheel centre to front edge of the front mounted implement may not exceed 3.50 m.

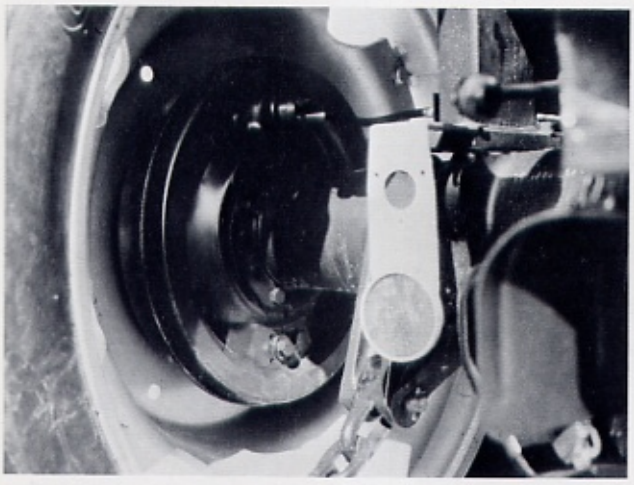
This dimension in the case of the INTRAC 2004 with mounted KM 25 FI is 2.40 m and, with mounted KS 230 F, approx. 3.10 m.

The Modern Concept

4. Efficient brakes



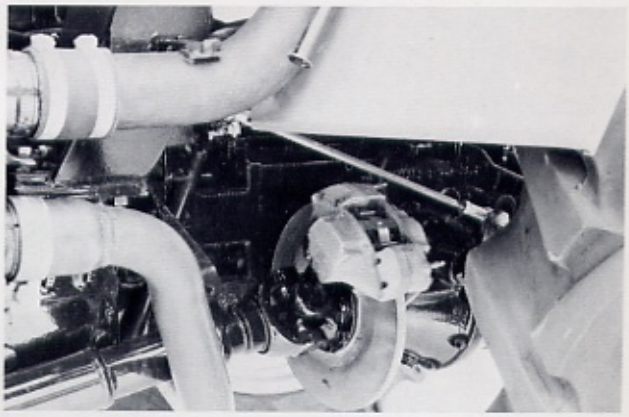
Safe operation of the INTRAC 2004 is ensured by its hydraulically actuated service brakes.



Rear axle

Hydraulically actuated drum brakes of high braking efficiency.

- Brakes arranged outside the transmission case for easy service
- Suspended safety pedals with large, non-slip surfaces



Front axle

Hydraulically actuated disc brake on the propeller shaft for braking both front wheels. Upon actuation of the steering brake, the prop-shaft brake is automatically disengaged.

This brake is self-adjusting and easily accessible for servicing.

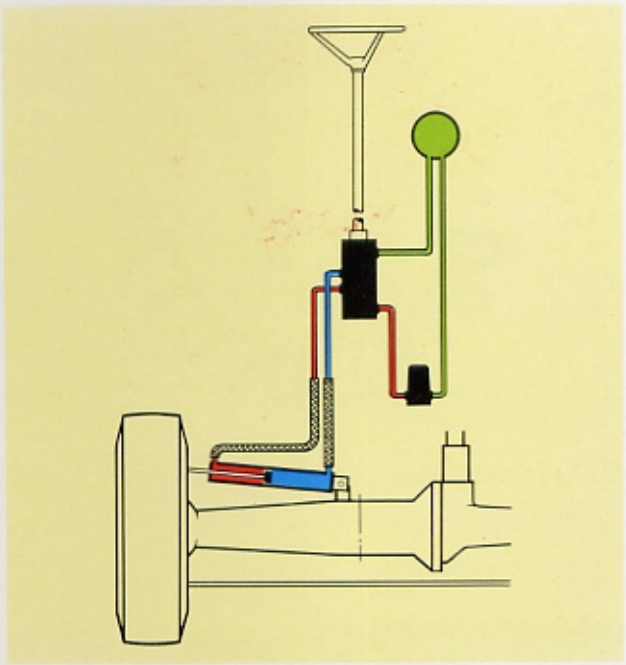
Compressed-air system

For trailer operation, the INTRAC 2004 can be fitted out with a combined single- and dual-line braking system.

5. Easy Steering

Hydraulic steering system

The INTRAC 2004 is equipped as standard with an all-hydraulic steering system.

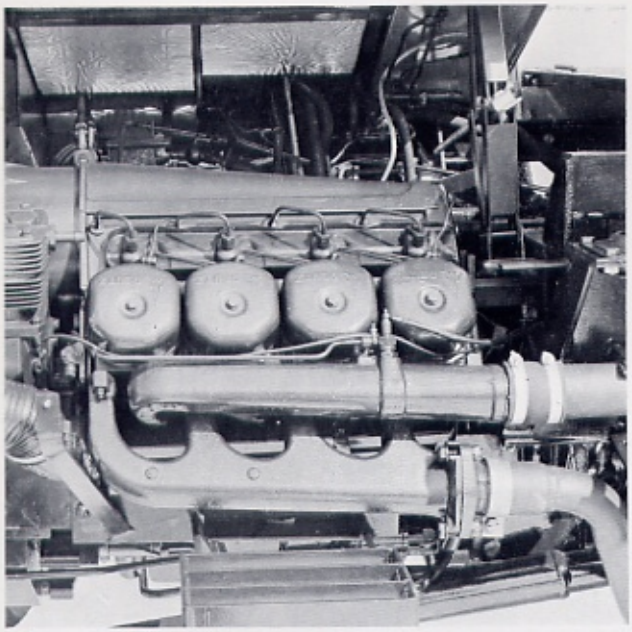


The movement of the steering wheel is transmitted hydraulically through hosing to the steering cylinder on the front axle.

- "Open" steering system
- Positive ground contact
- Adequate oil supply for the steering system, even when engine is idling, due to automatic oil flow dividers
- Tireless working
- Wide lock-to-lock angle
- Steering also possible with engine stopped

Well-proven Series-production Assemblies

6. Air-cooled DEUTZ diesel engine



The INTRAC 2004 is powered by the air-cooled DEUTZ diesel engine F4L 912.

A large-capacity fuel tank (82 l) is behind the driver's seat. That is enough fuel for more than 13 hours of hard operation.

DEUTZ engines are diesel savers.

This engine is also installed in the 07 tractors.

D 72 07	51 kW	70 HP
D 68 07	49 kW	67 HP
D 62 07	44 kW	60 HP

The maximum torque is attained at 70% of the engine rated speed. This means a high power output at max. torque of 39.4 kW (53.6 HP) and 11% torque rise.

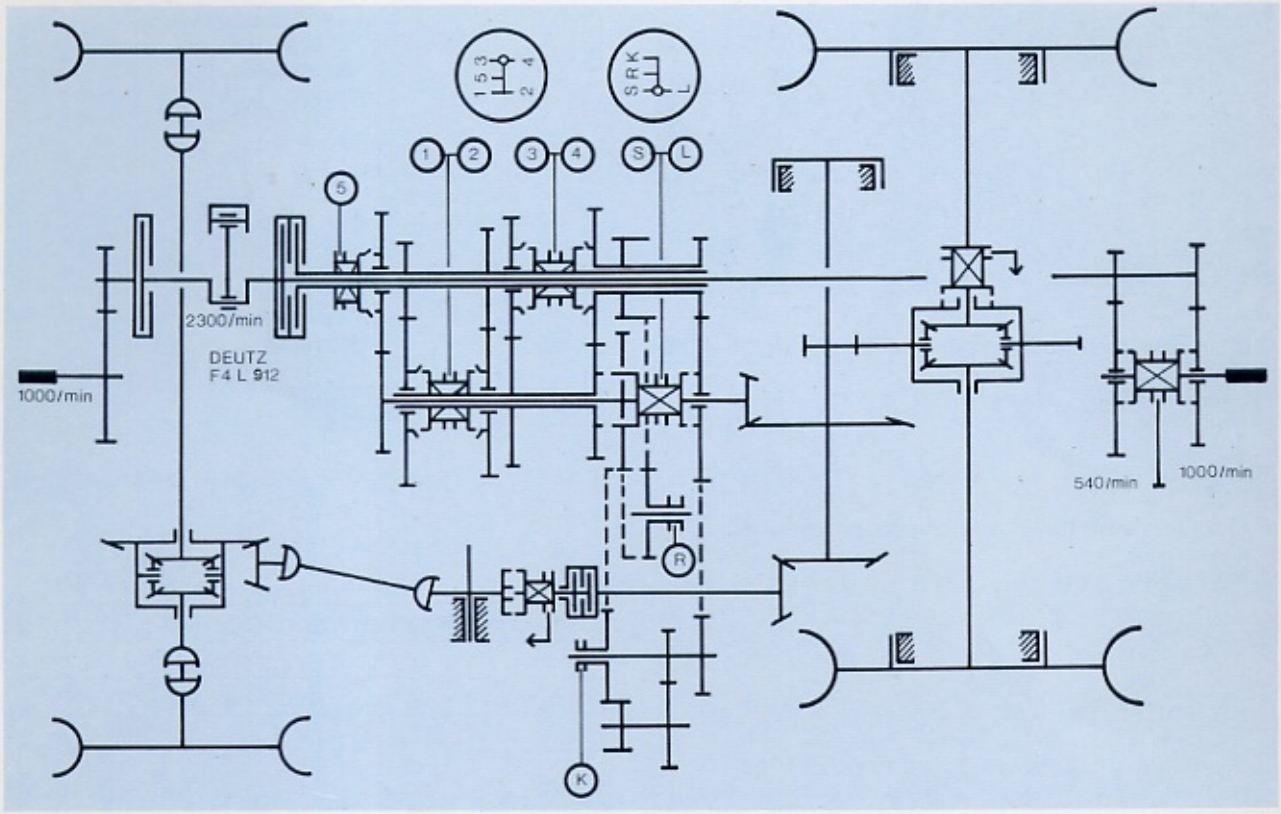
The engine is installed at an inclination of 54°. The special design of the oil sump guarantees adequate engine lubrication, also when driving on slopes.

The combustion air is drawn from a zone of low dust fall-out behind the cab top. This results in long maintenance intervals and long life for the DEUTZ-SICCOPUR air cleaner.

Well-proven Series-production Assemblies

7. Genuine DEUTZ transmission

Transmission TW 50.7



The INTRAC 2004 is equipped with the power-matched DEUTZ transmission TW 50.7, a unit of the well-proven TW 50 series fitted in the 07 tractors.

Clutches

3 independent dry clutches

Dual clutch

Smooth hydraulic actuation of main clutch via suspended pedal. Mechanical actuation of clutch for rear PTO shaft.

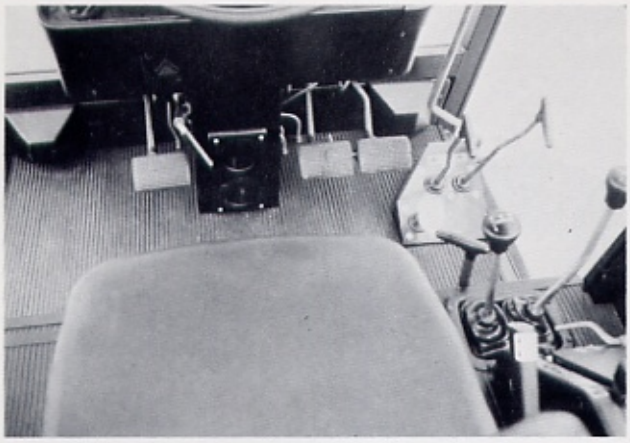
Front PTO shaft clutch

Mechanical actuation via hand-lever, independent of the dual clutch.

Further features of the transmission are:

- 30 km/h as standard
- Wide choice of versions, including creep speed and genuine transport speed of 40 km/h
- High efficiency
- Straight-line, mechanical drive
- No power-consuming components (oil clutches and oil pumps)

Well-proven Series-production Assemblies



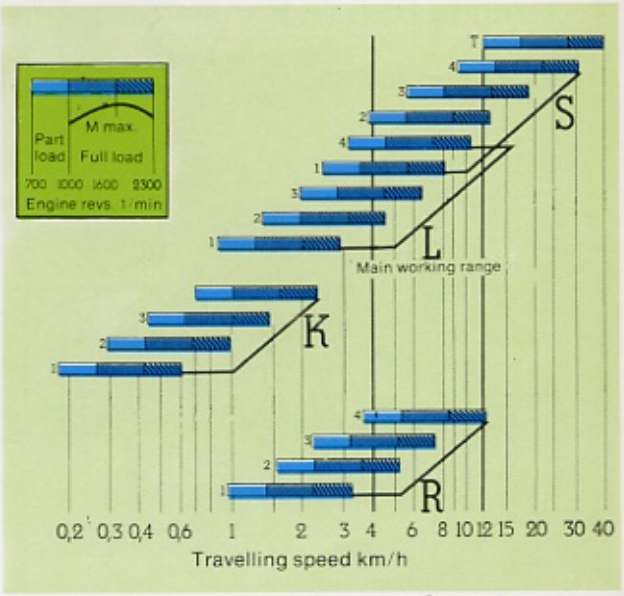
Clear lever arrangement with straight-line shift pattern.

Range shift:

- Convenient layout at side of driver
- Easy-moving dog-shift system

Gear shift:

- Convenient layout at side of driver
- Fully synchronized



8 or 9 forward gears = 8 or 9 different speeds.

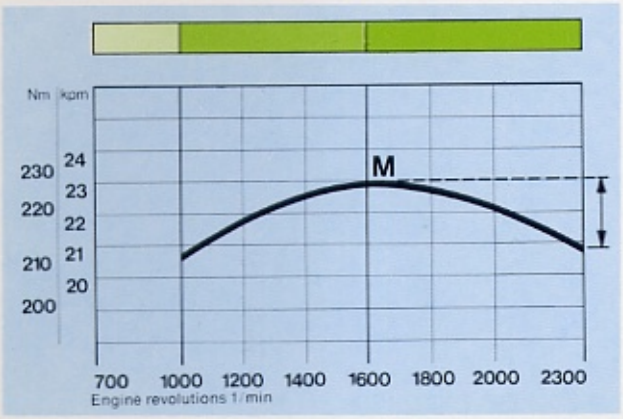
Four of these speeds are in the main working range between 4 and 12 km/h. Four or five transport gears in the S range with a slow start-off speed of about 7.9 km/h.

T (Transport) gear - genuine 5th speed for engagement in the S range only. S and T versions give genuine 30 or 40 km/h.
The reverse speeds are about 20% faster than corresponding forward speeds of the L range. This means quick reversing in all gears with range shift lever.

For special applications: 3 creep speeds below 2 km/h.

Well-proven Series-production Assemblies

Speeds/Torque



The end speed of each gear lies within the working range (engine speed 1600 to 2300/min) of the next higher gear. That means:

Smooth up-shifting and uniform acceleration, since the speed when shifting up is fully within the range of maximum torque and thus maximum power.

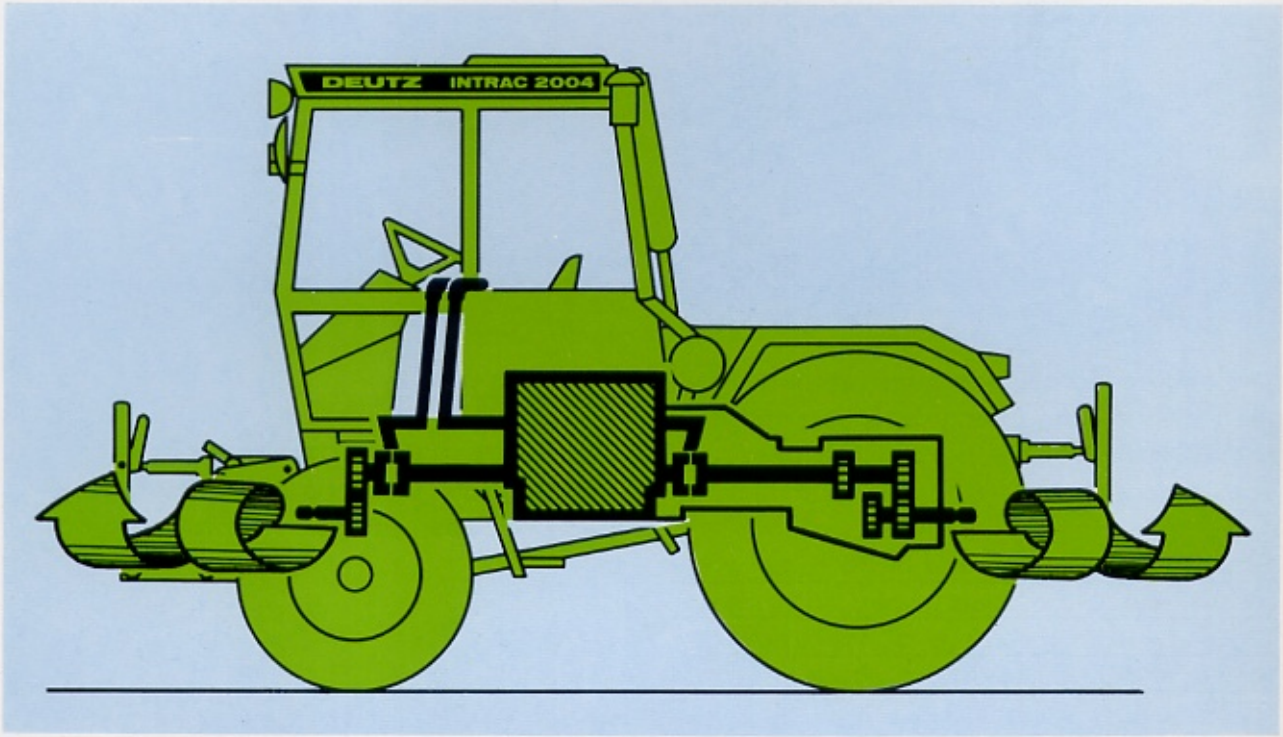
Differential lock

The differential lock takes the form of a dog clutch. It is mechanically actuated per pedal and is self-disengaging.

Well-proven Series-production Assemblies

8. Powerful PTO shafts

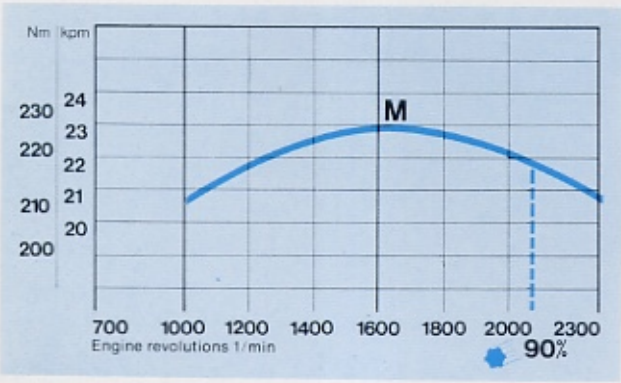
The INTRAC 2004 can be equipped with 2 PTO shafts.



1. Rear PTO shaft, switchable to 540 or 1000/min
   High efficiency of rear PTO shaft due to straight-line flow of power through transmission.
2. Front PTO shaft, 1000/min.
   The front PTO shaft is driven direct from the engine.
   - Full engine power for all PTO shaft-driven implements

Both PTO shafts can be engaged or disengaged independently and on-the-go. Power is transmitted in each case via a dry-type single plate clutch.

- Smooth and gradual application of the full PTO shaft speed and power.



The PTO speeds at front and rear are attained at 90% of the engine rated speed. That means:

- Speed reserve, power reserve
- Full-throttle running is not necessary

Additional fuel saving

Well-proven Series-production Assemblies

9. Rugged four-wheel drive

The INTRAC 2004 comes only as four-wheel drive unit.

High efficiency 4-wheel drive due to favourable weight distribution of 50 : 50%. High pulling power even under the most severe conditions.

Genuine DEUTZ 3620 axle with the following features:

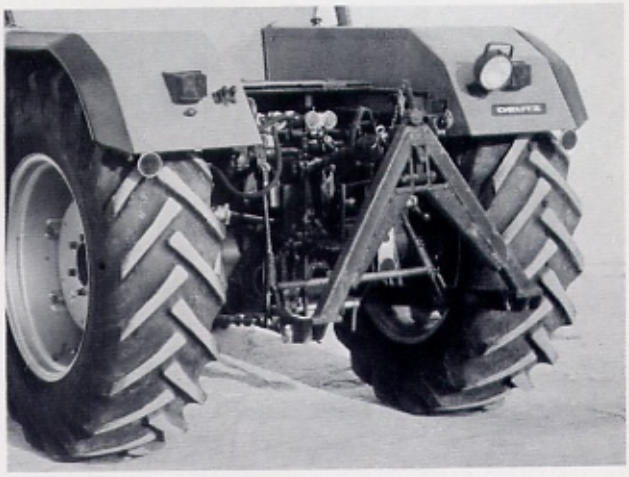
- Wide selection of tyres
- Favourable ground clearance
- On-the-go engagement and disengagement
- Multi-disc clutch running in oil as safeguard against over-load

10. Genuine DEUTZ hydraulics

The INTRAC 2004 is fitted out with a genuine DEUTZ hydraulic lift: the DEUTZ TRANSFERMATIC System.

Features of this system are:

- Own hydraulic oil supply
- The hydraulic pump is driven directly by the engine
- "Open Centre"-type hydraulic system



Components and capacities

Rear power lift

Lift type:	K 45.3
3-point hitch:	Cat. II
Lift capacity:	23.8 kN (2425 kp)
Pump output:	47.1 l/min
Pump size:	19 cm³
Remote oil availability without/with aux. oil tank:	7/21 l
Working pressure:	175 bar
Lift cylinder Ø:	80 mm

Power-matched hydraulics with:

- high lift capacity
- high pump capacity
- adequate remote oil availability
- hydro-mechanical lift-height limiter

Well-proven Series-production Assemblies

Front power lift

The vehicle has an integrated front-mounted power lift with the following functions:

Lifting, lowering, float

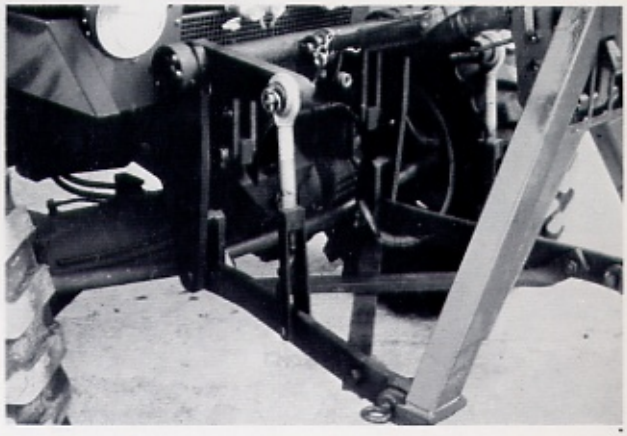
One-lever control of the front power lift via a single-acting auxiliary valve, independent of the rear power lift.

3-point hitch:	Cat. I
Lift capacity:	9.8 kN (1000 kp)
Optional:	14.7 kN (1500 kp)

Two types of front power lift are available.

1. Simple version with implement oscillation compensation

   Suitable for light mounted implements and for implements requiring oscillation compensation, e.g. front hoeing machine, rotary mower, rotary windrower.



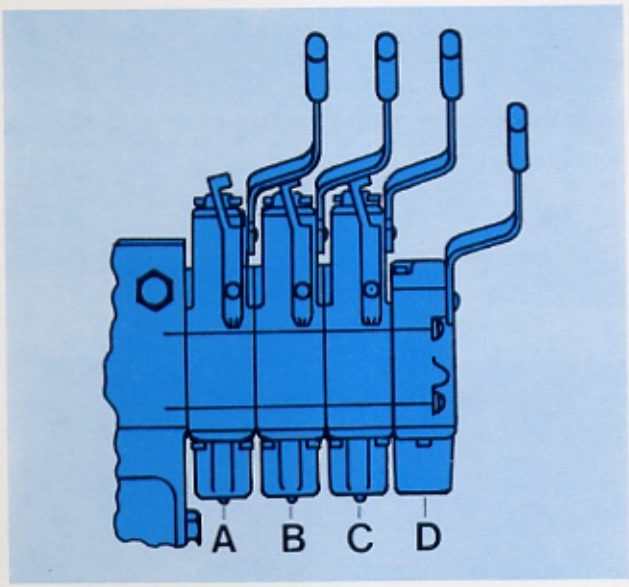
2. Reinforced version without oscillation compensation

   For heavy mounted implements.

Well-proven Series-production Assemblies

Auxiliary hydraulic controls

Up to 4 auxiliary control units can be mounted.



The letters A, B, C, D indicate the positions of the control units.

A is the first connecting position

B the second

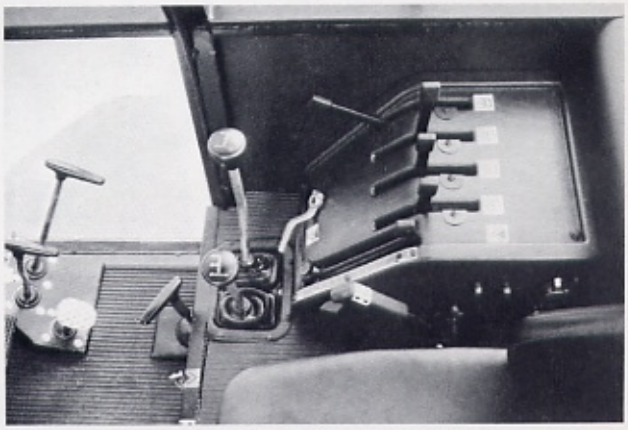
C the third and

D the fourth.

Position A is always reserved for the front power lift.

New are the remote connections

A2 to front,
A3 to rear,
A4 to front and rear.



Via a 2-way cock, the connections are joined to the single-acting control valve A1.

At the positions B and C, it is possible to mount single- or double-acting auxiliary valves with the following alternative connections:

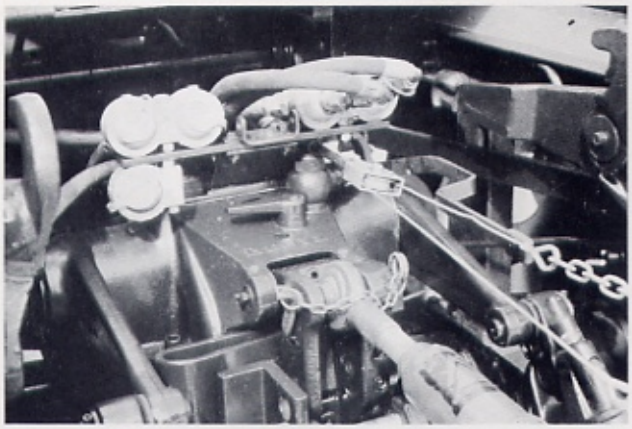
Connection to front
Connection to rear
Connection to front and rear

This means:

- Clear arrangement
- Simple mounting
- Easy operation and maintenance
- Versatile application due to connections to front and rear, also via a control valve

Well-proven Series-production Assemblies

Remote connections



The remote connections can be coupled while under pressure.

Ideal combination of vehicle and implement.

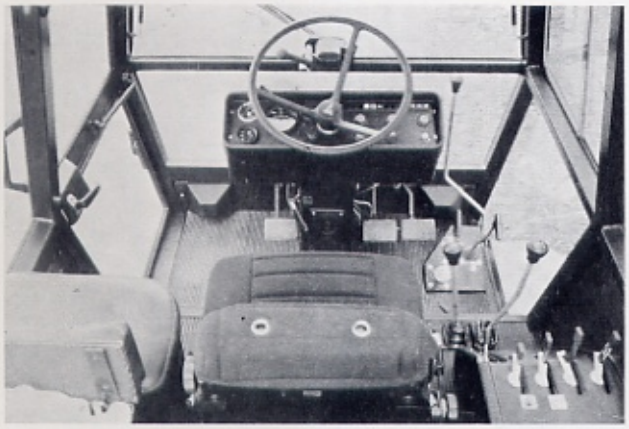
Remote control of all implements at front and rear of vehicle.

Tapping connections to front or rear for driving hydraulic motors.

11. Operator's workplace

Cab cockpit design

The cockpit of the INTRAC 2004 is laid out in accordance with the latest recommendations.



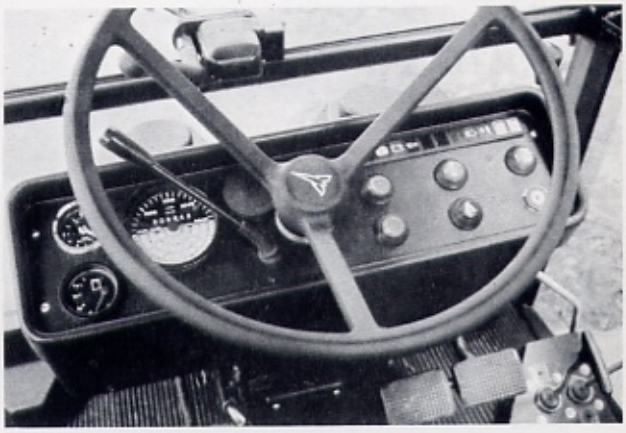
- Flat driving platform
- No levers or pedals between seat and steering wheel
- Optimal arrangement of seat, steering wheel and pedals to suit drivers of all sizes

The angles of motion of the levers and pedals correspond with the angles of motion of arms and legs.

Little effort required for operation of the levers and pedals.

Ergonomical layout of cockpit means less fatigue for the operator.
Levers which are often in use are within the immediate reach of the driver.
The sitting position of the driver is not changed during actuation of levers within his direct reach.

Dashboard



- Dashboard-mounted checking and monitoring instruments in direct line of vision
- Clear layout
- Self-evident symbols
- Big display of controls and instruments
- Pushbutton switches for headlamps, sidelamps and work lamps (pilot telltale lamps)
- Clear arrangement of dashboard controls
- Plenty of space between the individual controls
- Error-free operation
- Easily understood symbols

Superior Degree of Comfort

12. The cab

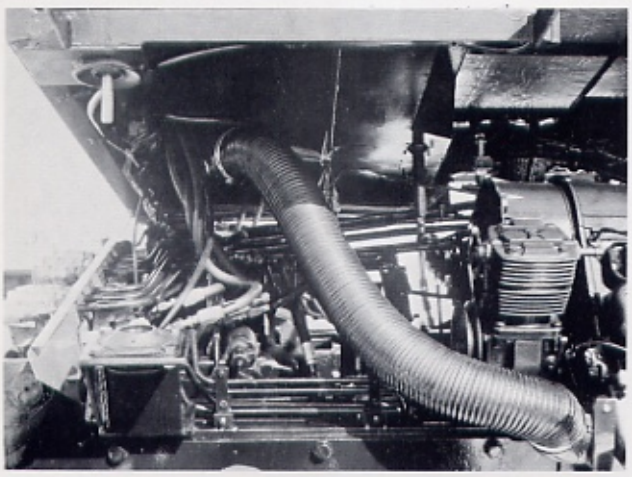
The cab of the INTRAC 2004 is a complete unit, which is silent-block mounted on the tractor chassis.

Low noise-level

Meets all known international safety rulings.

OECD and LBG tested

Silencing measures



Cab is mounted on chassis via 4 elastic blocks.
No sound conducted through solids into the cab.

No transmission of noise and vibrations via levers and pedals - these are flexibly supported in plastic ball joints in the driving platform.
Footmat, floormat, interior and roof trims help to damp noises and vibrations.
Same applies to the rubber-mounted windows.
Suspended pedals, hydraulically actuated, mean that there are not large openings in the driver's platform.

Access

Easy and safe access ensured by:

- Closely-spaced steps
- Non-slip step surfaces
- Widely-opening door
- Large-surface platform
- Non-slip floor covering
- No levers and pedals in way

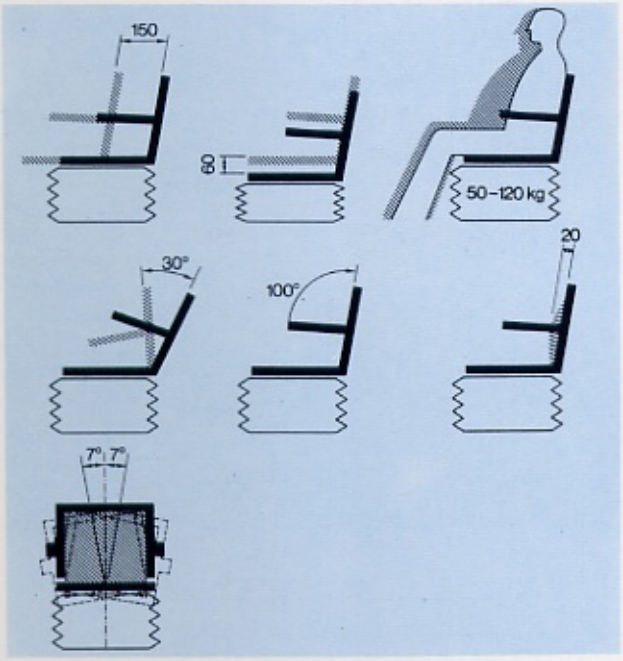
Superior Degree of Comfort

Multi-Fit Seat

Size and shape of seat and backrest are based on anatomical studies.

Vertical adjustment is spring-loaded. Stepless adjustment of backrest to suit the individual.
Stepless adjustment of the lumbar support to match the shape of driver's back: Protection of spine and vertebral discs

For work on slopes and in the plough furrow, the seat can be inclined sideways. Thus, the driver sits upright in spine-relieved position.



Seven-fold seat adjustment to suit personal and operational requirements.

The upholstery of strong plastic material is protected by a washable stretch-cover. Being porous, this cover adds to the comfort of the driver.

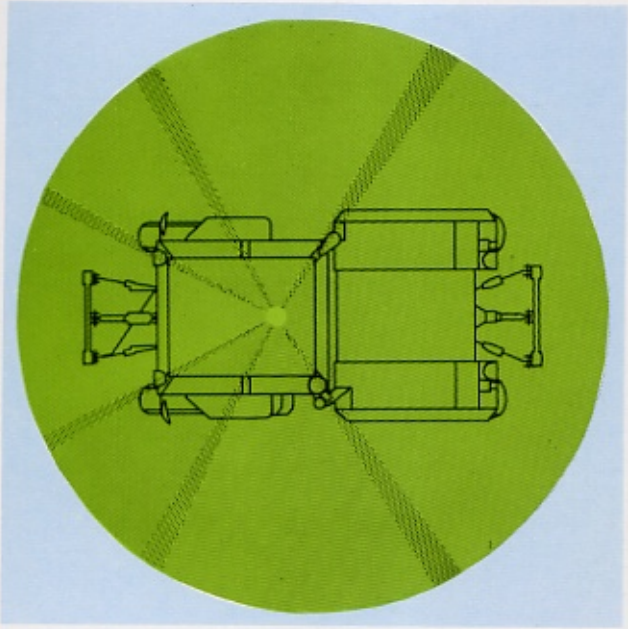
Additional items of convenience are:

Clothes hooks
Sun visor
Ashtray
Cigar lighter
Clock
Interior lighting and radio console

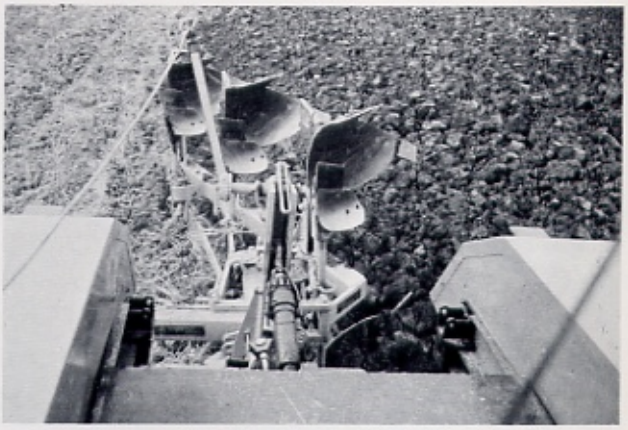
Large interior allows adequate space for side-by-side seating of driver and passenger.

Superior Degree of Comfort

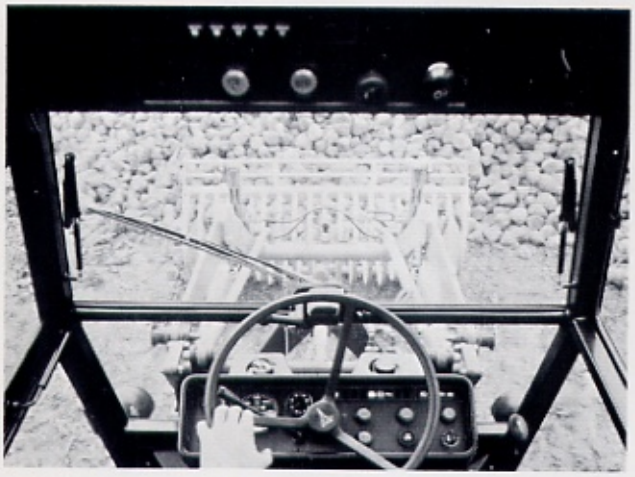
Vision



Large-surface glazing of the cab gives an excellent panoramic view through 320°. Ideal views towards all mounting areas, front, centre, rear, as well as to side.



Despite forward-control cab, ideal view of rear-mounted implements also.



Direct view of front implements, thanks to forward-control cab.
Engine and engine hood, for example, do not hinder front vision.

Clear view of implements working at right or left.
Additional supervision of these implements is permitted by two large panoramic mirrors fitted at right and left of cab.

Superior Degree of Comfort

Ventilation

The cab has two means of ventilation.

Window ventilation

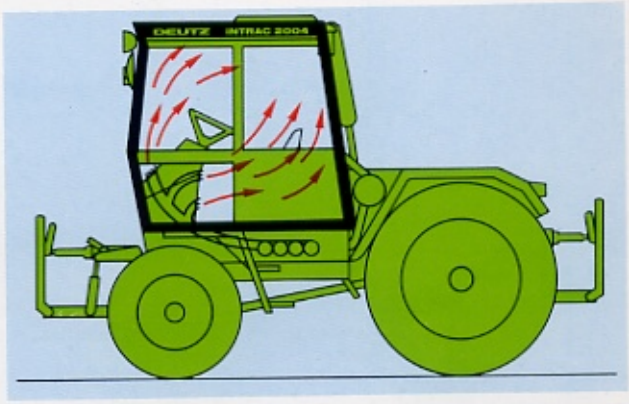
- Windscreen tiltable in two stages
- Sliding windows at sides and rear
- Tiltable roof

Ideal through-ventilation on hot summer days.
The windscreen can also be opened when working with mounted implements or front loader.

The blower has a capacity of 400 m^3/h.

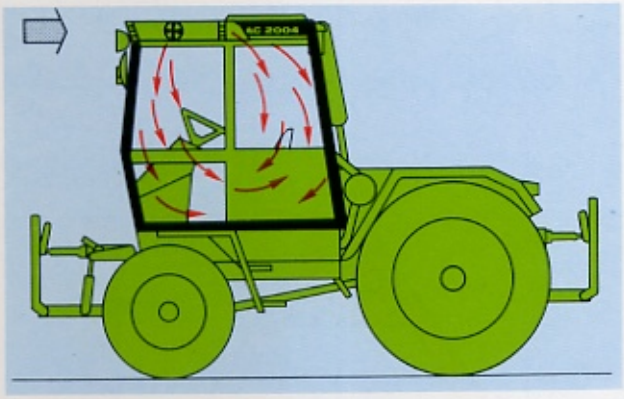
- Powerful 3-stage blower
- Individual air distribution by 4 adjustable nozzles
- Clean, filtered fresh-air supply
- Should the fresh air be too cold, it can be mixed with the air already inside the cab

Heating



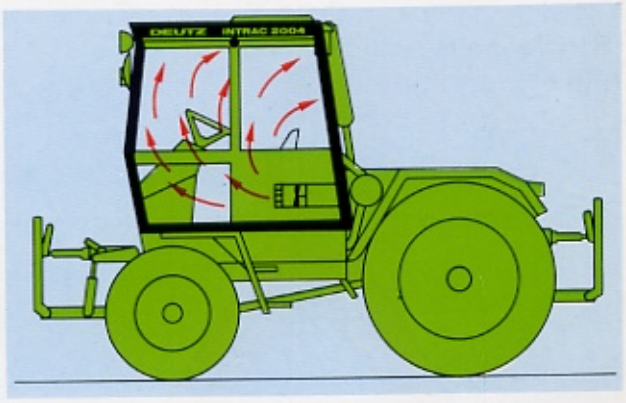
The cab of the INTRAC 2004, as in the case of the Series 07 tractors, is heated by hot air coming from the engine.

Individual air distribution in cab via two adjustable nozzles in the legroom and a defroster nozzle at the windscreen.



Blower or forced ventilation

During dusty work or when spraying, the cab can be ventilated by a fresh-air blower.



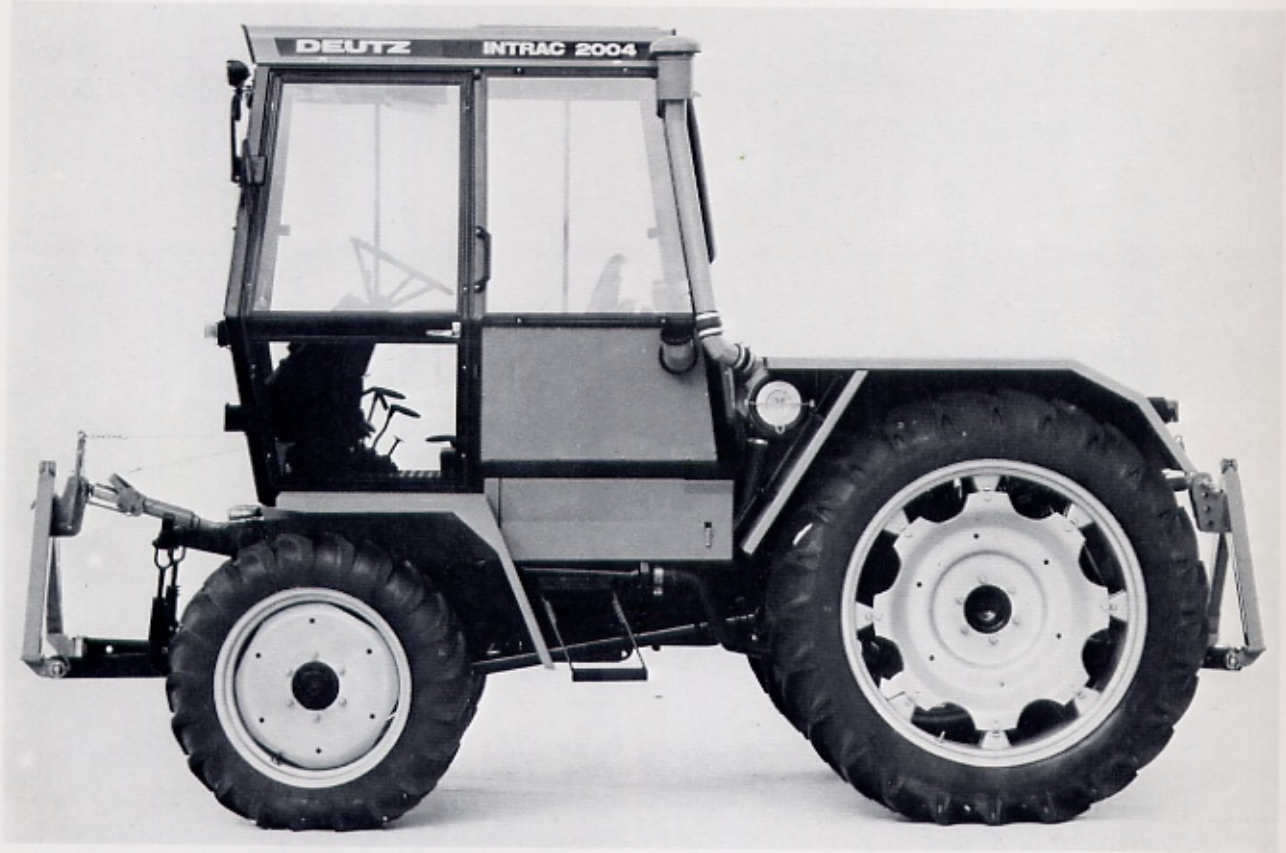
Also available at option is an auxiliary heating system which runs on diesel fuel.

- Cab can be preheated without having to run engine

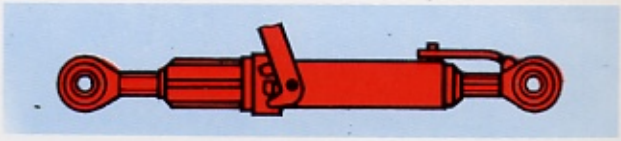
Versatile Equipment

13. Hitching devices

Various hitching devices are available for the INTRAC 2004.

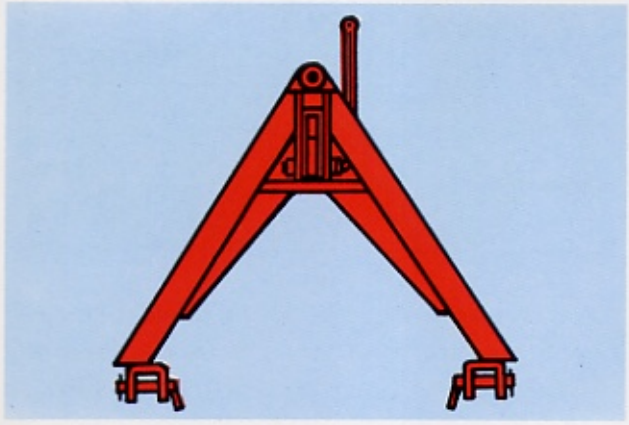


DEUTZ TELE-HITCH at front and rear power lifts

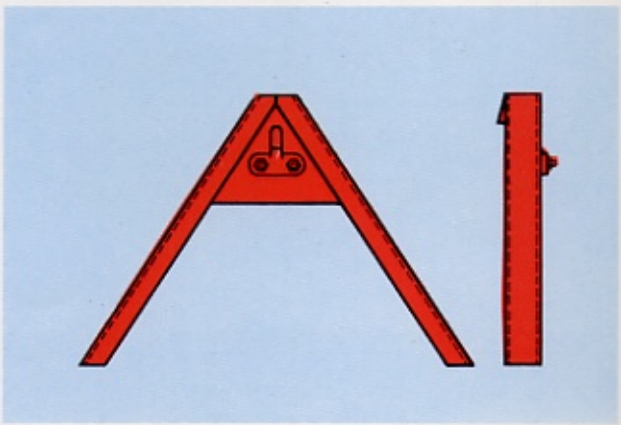


Adjustable telescopic top link

Single-phase quick-couplers, consisting of:



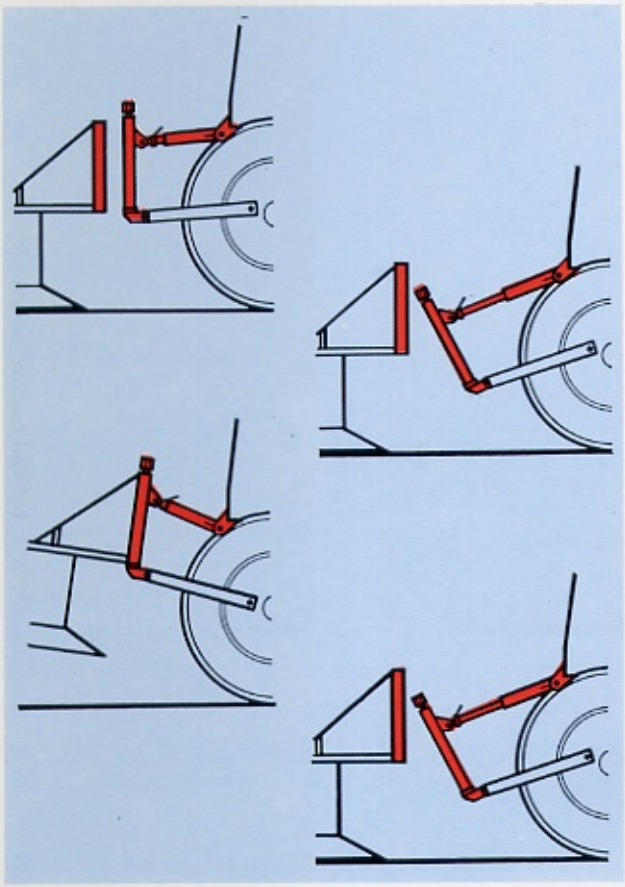
Tractor triangle



Implement triangle

Versatile Equipment

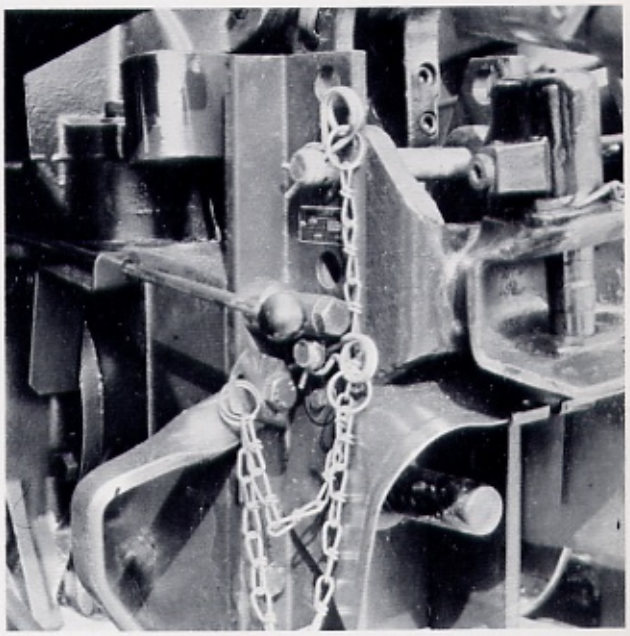
Easy coupling of all implements from operator's seat



DEUTZ TELE-HITCH - genuine one-man system:

- For front and rear power lifts
- Easy coupling and decoupling of all implements from operator's seat
- Safe coupling of heavy implements, also on uneven ground
- Normal clearance for PTO shaft
- Implement triangle can be subsequently mounted to existing 3-point implements
- Coupling time shortened to 1/5 of that needed previously
- Telescopic top link permits easy coupling of offset-positioned implements

Trailer hitch



- Automatic or manual
- Six height adjustments

Drawbar
Hitch-up
Trailer bar

Versatile Equipment

14. The right track gauges and tyres

The INTRAC 2004 has numerous track gauge adjustments for quick adaptation to all crops.

Front track gauge adjustment

The track gauge is adjusted by inverting the wheels.
Track gauges 1540 and 1800 mm.

Rear track gauge adjustment

The rear track gauge is adjusted as on the Series 07 tractors. Available are disc wheels and adjustable bowl wheels.

Track gauges:
mm 1420, 1520, 1620,1720,1820, 1920

The large selection of track gauges means that the INTRAC 2004 is easily adaptable to all row crops.

The right tyres

The INTRAC 2004 can be equipped with radial-ply or cross-ply tyres.

The wide selection of tyres shows the versatility of the INTRAC in farming applications.

In the case of the "T" version (40 km/h), the front tyres 10.5-20 MPT are combined with the rear tyres 16.9R30 AS designed for agricultural purposes.
This permits fast transport speeds as well as high traction power transmission.

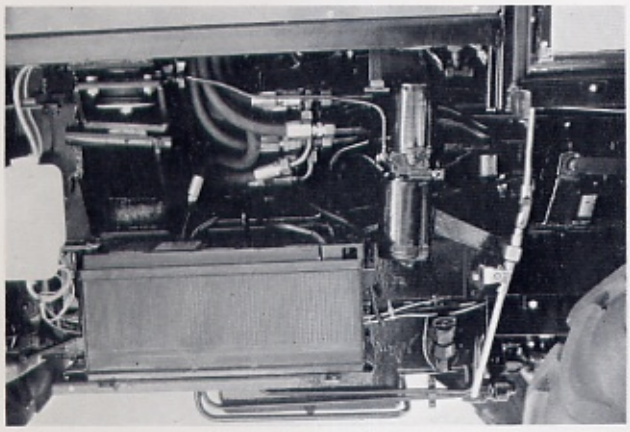
Tyres

Tractor Tyres front/rear	Track Gauges	Rear Axle Flange Dim. mm	Type	Front Driven Axle Flange Dim. mm	Bolt Circle
INTRAC 2004 A					
front 9.5-24 10.5-20	1540, 1786 (DW, BD: 58) 1546, 1792 (DW, BD: 58)		DEUTZ 3620	1700	
rear 8.3-44 12.4-36 12.4-38 13.6-36 16.9-30	1504, 1788 (Bibagrip) / 1484, 1800 (Kleber Super 50) 1420, 1520, 1620, 1720, 1820, 1920 (BW) 1520, 1620, 1720, 1820, 1920 (BW)	1560			

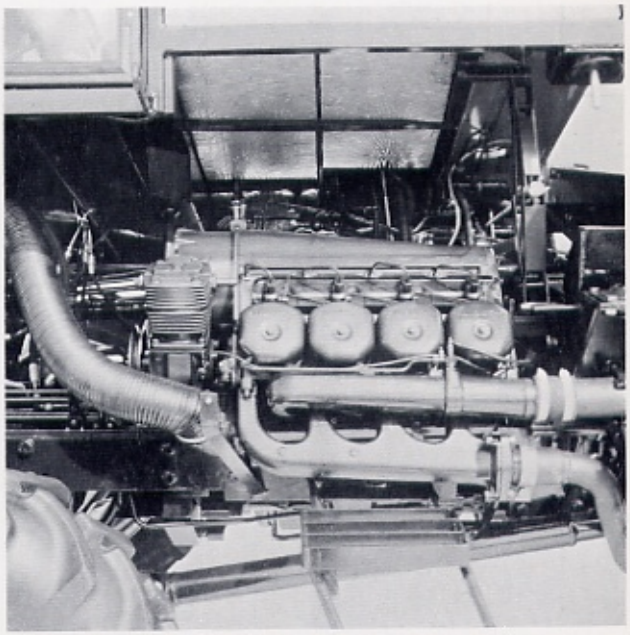
DW = Disc wheel
BW = Adj. bowl wheel
BD = Bowl depth rim

15. Easy to maintain and clean

On the INTRAC 2004, all checking and maintenance points for daily servicing are easily accessible.

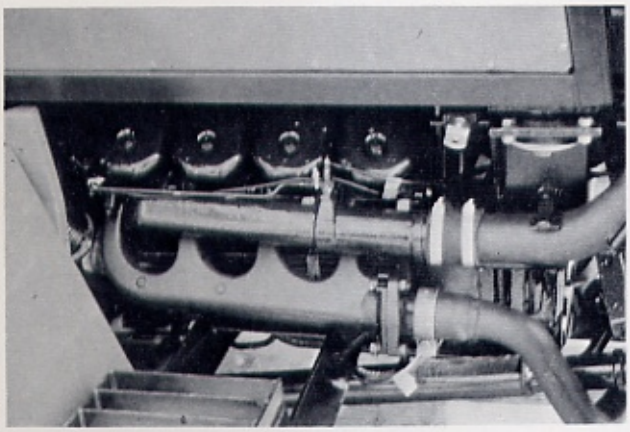


Easy access to battery, fuel filter and engine oil filter via quickly removable side panels with snap fasteners.



Free access to engine and other servicing points by tilting the cab. Loosen 2 engine panels on right and left sides. Loosen 2 silent blocks at left. Tilt cab through 20° by means of jack.

- Cab tilted in matter of minutes
- Tilting requires no dismantling of hydraulic or fuel lines
- No need to undo control linkages of levers and pedals, as these are supported in displaceable ball bearings or hydraulic lines are provided.



Easy access to cylinder heads for valve adjustment via quickly removable panel on the left-hand side.

INTRAC 2004 – much more than just a tractor

Specifications
INTRAC 2004

Type, Versions, Consumption Tests

Engine power to DIN 70020	kW (HP)	51 (70), n=2300/min
Available Versions, Inland		SULD + K + A
Available Versions, Export		SULDE + K + A
Consumption tests, Test No. (Test Year)		
Extract of test results		
PTO power at engine rated speed	kW (HP)	
Specific fuel consumption	g/kWh	
PTO power at 540/min	kW (HP)	
Specific fuel consumption	g/kWh	
PTO power at 1000/min	kW (HP)	
Specific fuel consumption	g/kWh	
Max. drawbar pull (Rated/eff. speed)	kW	

Main Dimensions and Weights

Based on the following reference data		
Tyres front (axle type) / rear		10.5-20 (DEUTZ 3620)/ 16.9-30
Bare operating weight front/rear/total	kg	1810/1820/3630
Max. permissible weight front/rear/total	kg	2610/3800/5350
Ballast: body/front/rear	kg	/ 315/ 240
Length	mm	4400
Width incl. mudguards	mm	2025
Width with narrowest track gauge	mm	2025
Height incl. exhaust	mm	2720
Wheel base	mm	2200
Turning radius without/with brakes	m	5.0/-
Rear flange size	mm	1560
Rear hole circle/bolt size	mm	205x6/M18x1.5
Front min./max. flange size	mm	1700/
Front wheel camber	degrees	2.5
Front hole circle/bolt size	mm	205x6/M18x1.5
Front ground clearance	mm	300

INTRAC 2004

Chassis, Brakes, Steering System

Front axles		DEUTZ 3620
Service brake		f.: Disc brake r.: Servo drum brake
Parking brake		Simplex drum brake
Steering system		Hydraulic

Engine and Accessories

Type / Cooling system		F4L 912 / Air
Bore/Stroke/Capacity	$mm/mm/cm^3$	100/120/3770
Compression ratio		17/1
Speed/Number of cylinders	1/min	2300/4
Injection pump		Bosch in-line pump
Max. torque	Nm (kpm)	230 (23.5)
Speed	1/min	1600
Torque rise	%	11
Oil filling/Tank capacity	l	12/82
Spec. fuel cons. at rated output	g/kWh	
Spec. fuel cons. at max. torque	g/kWh	
Spec. fuel cons. at standard PTO speed, acc. to OECD engine test	g/kWh	
Air cleaner		DEUTZ SICCOPUR air cleaner

Clutch, PTO Shaft, Transmission

Clutch		Dry clutch
PTO shaft / Form		U, D / 1 3/8"
Speeds	1/min	540/1000
Distance PTO shaft end to rear axle	mm	404
Front PTO shaft / Speed	1/min	U / 1000
Transmission		DEUTZ TW 50.7
No. of gears forward/reverse		8/4, 9/4, 12/4, 13/4
Gear-shift facilities		Synchromesh
Filling capacity at oil change	l	20

Nominal travel speeds — km/h

	K	L	S	R
1st	0.55	2.7	7.8	3.1
2nd	0.88	4.3	12.5	4.9
3rd	1.28	6.3	18.2	7.2
4th	2.09	10.3	29.7	11.7
5th = T - Transport			40.0	

Comfort, Electrics, Safety

Noise-level in cab OECD Test in loudest gear LBG Test in loudest gear	83,5 dB(A)
Noise-level in cab OECD Test in reference gear LBG-Test in reference gear	83,5 dB(A)
Electrical Equipment	Alternator 14 V/33 A Starter 12 V/ 3 kW Battery 12 V/88 Ah

Working and Steering Hydraulics

Working hydraulics: flow, pressure	l/min, bar	47.1, 175
Pump size	cm^3	19
With steering hydraulics:		
flow, pressure	l/min, bar	47.1, 120 for steering
Pumpe size	cm^3	19
Power lift unit		DEUTZ K 45.3
Cylinder: Bore/Stroke	mm	90/152
Control functions		Draft, position, free float
Three-point linkage	Cat.	front: I, rear: II
Lifting capacity at toolbar (max.)	kN (kp)	23.6 (2400)
Lifting capacity at toolbar (OECD Test)	kN (kp)	
Lifting capacity of front lift unit	kN (kp)	9.8 (1000)
Number of aux. hydr. controls		4
Available quantity of oil		
without/with auxiliary oil tank	l	7/21
without hydraulics, with oil tank	l	

Devices for Implements and Trailers

Trailer hitch		
Height adjustment (measured from axle centre-line)	mm	
Max. supported load	kg	1250
Drawbar, small swing		ISO/ASAE
Distance drawbar eye - PTO shaft end	mm	
Oscillation, total	mm	
Drawbar, large swing		
Distance drawbar eye - PTO shaft end	mm	
Oscillation, total	mm	
Max. supported load	kg	1100

INTRAC 2004

Tyre-dependent Data

		Front Axle: DEUTZ 3620
Tyre (tread)		10.5-20 6 PR (R-1)
Rim		9x20
Bowl depth, disc wheel	mm	58/-66
Track gauge, disc wheel	mm	1546, 1792
Track gauge, adj. bowl wheel	mm	-
Max. track gauge for road travel	mm	1546
Tyre (tread)		9.5-24 8 PR (R-1)
Rim		W8x24
Bowl depth, disc wheel	mm	58/-66
Track gauge, disc wheel	mm	1540, 1786
Track gauge, adj. bowl wheel	mm	-
Max. track gauge for road travel	mm	1540
		Rear Axle:
Tyre (tread)		8.3-44 6 PR (R-1)
Rim		W7x44
Bowl depth, disc wheel	mm	-
Track gauge, disc wheel	mm	-
Track gauge, adj. bowl wheel	mm	1504, 1788
Max, track gauge for road travel	mm	1788
4-WD tyre combination		8.3-44 + 9.5-24
Tyre (tread)		8.3R44 Super 50 6 PR (R-1)
Rim		W7x44
Bowl depth, disc wheel	mm	-
Track gauge, disc wheel	mm	-
Track gauge, adj. bowl wheel	mm	1484, 1800
Max. track gauge for road travel	mm	1800
4-WD tyre combination		8.3R44 + 9.5-24
Tyre (tread)		12.4-36 6 PR (R-1)
Rim		W11x36
Bowl depth, disc wheel	mm	-
Track gauge, disc wheel	mm	-
Track gauge, adj. bowl wheel	mm	1420 - 1920
Max. track gauge for road travel	mm	1620
4-WD tyre combination		12.4-36 + 10.5-20
Tyre (tread)		12.4-38 6 PR (R-1)
Rim		W11x38
Bowl depth, disc wheel	mm	-
Track gauge, disc wheel	mm	-
Track gauge, adj. bowl wheel	mm	1420 - 1920
Max. track gauge for road travel	mm	1620
4-WD tyre combination		12.4-38 + 9.5-24

		Rear Axle:
Tyre (tread)		13.6-36 6 PR (R-1)
Rim		W11x36
Bowl depth, disc wheel	mm	-
Track gauge, disc wheel	mm	-
Track gauge, adj. bowl wheel	mm	1420 - 1920
Max track gauge for road travel	mm	1620
4-WD tyre combination		13.6-36 + 9.5-24
Tyre (tread)		16.9-30 6 PR (R-1)
Rim		W14Lx30
Bowl depth, disc wheel	mm	-
Track gauge, disc wheel	mm	-
Track gauge, adj. bowl wheel	mm	1520 - 1920
Max. track gauge for road travel	mm	1520
4-WD tyre combination		16.9-30 + 10.5-20